

**DETERMINATION OF ELIGIBILITY**

**BAY VIEW MOTEL**

Supplement to Cultural Resources Report  
for  
John Day River Bridge - New Young's Bay Bridge  
Lower Columbia River Highway  
Clatsop County

Prepared by:

James Norman, Cultural Resources Specialist  
Environmental Section  
Technical Services  
Oregon Department of Transportation

July 1992





**CULTURAL PROPERTY INVENTORY  
AND  
REQUEST FOR A DETERMINATION OF ELIGIBILITY**

**STATE PARKS AND RECREATION DEPARTMENT**

**NAME OF PROPERTY**

**HISTORIC** Bay View Cottages

**COMMON** Bay View Motel

**LOCATION**

**STREET ADDRESS** 783 West Marine Drive

**CITY** Astoria

**COUNTY** Clatsop

**STATE** Oregon

**3. CLASSIFICATION**

CATEGORY (CHECK ONE)	PRESENT USE (CHECK ONE OR MORE AS APPROPRIATE)
<input type="checkbox"/> District	<input type="checkbox"/> Agricultural
<input type="checkbox"/> Buildings	<input type="checkbox"/> Government
<input type="checkbox"/> Site	<input type="checkbox"/> Park
<input type="checkbox"/> Structure	<input type="checkbox"/> Transportation
<input type="checkbox"/> Object	<input type="checkbox"/> Commercial
	<input type="checkbox"/> Industrial
	<input type="checkbox"/> Private Residence
	<input type="checkbox"/> Other (Specify) _____
	<input type="checkbox"/> Educational
	<input type="checkbox"/> Military
	<input type="checkbox"/> Religious
	<input type="checkbox"/> Scientific
	<input type="checkbox"/> Entertainment
	<input type="checkbox"/> Museum

**4. OWNERSHIP**

<input type="checkbox"/> Public	<b>NAME AND ADDRESS OF OWNER</b>  James Ritchie (No address available)
<input type="checkbox"/> Private	
<input type="checkbox"/> Quasi-Public	

**5. AGENCY**

<b>AGENCY NAME</b> Oregon Department of Transportation	
<b>REGIONAL HEADQUARTERS (IF APPLICABLE)</b>	<b>STREET ADDRESS</b> 324 Capitol Street N.E.
<b>CITY</b> Salem	<b>STATE</b> Oregon 97310

**6. REPRESENTATION IN EXISTING SURVEYS**

<b>TITLE OF SURVEY</b> N/A	
<b>DATE OF SURVEY</b>	<input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local





# DESCRIPTION

Condition	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
Check One	<input type="checkbox"/> Altered	<input type="checkbox"/> Basically Unaltered	Check One	<input type="checkbox"/> Moved	<input type="checkbox"/> Original Site	

## DESCRIBE THE PRESENT AND ORIGINAL PHYSICAL APPEARANCE (IF KNOWN) AND INTEGRITY

The Bay View Motel, 783 West Marine Drive, is an attractive and well-maintained auto court complex built in phases between 1939-48. Originally called the Bay View Cottages, the complex is situated on a 1.22-acre lot overlooking Young's Bay and consists of a U-shaped arrangement of five duplex units surrounding a central office building. A sixth duplex unit is located behind and to the north of the main group of buildings. The complex has a total of 12 accommodations. The office building also houses the manager's residence. Each of the buildings has a compound gable roof covered with composite tile, and the exterior of each building is clad with asbestos shingle siding. The buildings were originally covered with unpainted cedar shingle siding and roofing. Other common features shared by the buildings include wood-frame transom-style windows with simple surrounds, and small gable dormers with pairs of small wood-frame four-light casement windows. Curving, white-painted raised curbs outline the simply-landscaped grassy areas of the entry and central courtyard.

The duplex units and manager's residence which comprise the motel complex are designed in the Arts and Crafts tradition of turn-of-the-century English residential architecture. The Arts and Crafts movement originated in England in the 1880s through the influence of the socialist philosopher, William Morris, who championed the virtues of natural materials and fine craftsmanship. The vernacular style established a new pattern for English country houses, and was popular in Oregon between 1900-1920. Characteristic elements of the style include steeply-pitched gable roofs with intersecting or double gable dormers, casement and sash windows with many small panes, and stucco, shingle, or horizontal siding (Clark, 1983).

The office building/manager's residence is T-shaped with a front-facing gable roof at the front and a side-facing gable roof extending across the rear of the building. Gable dormers sheltering pairs of small four-paned wood-framed casement windows are placed on the north and south sides of the front volume. There is an external brick chimney centrally located along the southeast side of the front volume, and a second brick chimney which pierces the side-facing gable of the rear volume. The external chimney is a somewhat intrusive addition to the original design of the office building, situated between the ground floor windows along the southeast facade and in front of the upper dormer windows. The office building rests on a continuous concrete foundation. The office/residence is in very good condition. In addition to the replacement of the original shingle siding and roofing and the construction of the chimney on the south facade, other alterations to the building include the enclosure of the office entry foyer, and the replacement of some of the original windows with aluminum-frame sliding windows.

Each of the five duplex units which surround the office building consists of two one-story rectangular wood frame units with front-facing gables joined by a cross gable which houses two garage/storage areas. Centrally-located in the cross gable is a small gable dormer with two four-pane casement windows. In the front facade of each unit is a large centrally-placed wood frame fixed pane window surmounted by six transom lights. Above the central window are a four-paned casement window and a louvered attic vent. Entry doors are recessed and sheltered by a section of the cross gable. The sixth duplex unit, located outside of and just to the north of the main complex, has a simple side-facing gable roof with no garage area. Built several years after the completion of the main complex, this unit has been altered and its original appearance is not clear.

The design plans for the Bay View Cottages, including the site layout and sketch plans, were made by the builder and original owner, Nicholas Kussman. More detailed construction plans were prepared for Kussman by local architects Wicks and Isaacson. The plans are presented in Appendix C.







## STATEMENT OF CONTEXT:

The Bay View Cottages auto court was built in Astoria between 1939-48 to take advantage of the growing tourist trade drawn from the inland valleys of Oregon to the scenic Columbia River and Pacific coastline. The motel was erected in the transition period between the auto campgrounds and tent camps which served early automobile tourers, and the later larger-scale motels which offered many more amenities and could accommodate many more travelers.

## Evolution of the Auto Court:

As mass-production manufacturing technology made the automobile widely available to Americans in the late 1910s and early 1920s, travelers and vacationers across the United States were freed from their previously restrictive dependence upon trains, and suddenly able to plan their journeys around the routes and schedules of their own choosing. This freedom stimulated the onset of massive numbers of new vacationers and adventurers to locations which had before been well off the beaten path. Consequently, new facilities to feed, house, and entertain these automobile tourists were hastily erected alongside the roadways which carried these new travelers to their far-flung destinations. In Oregon, small tourism-related businesses sprung up along the roads to numerous mountain, lakeside, and coastal areas, as well as on the outskirts of most towns and cities.

Prior to the advent of the automobile, most persons traveled by train and were served by the well-established downtown hotels. With the onset of the personal automobile, which allowed the traveller to select his own route and schedule, the need for a new kind of accommodation quickly became apparent. Before about 1920, in their efforts to lure the new auto tourists into local restaurants and shops, free "auto-camps" were established by local businesses where the travelers could pitch their tents and take advantage of plumbing facilities and outdoor cooking areas. While these tourist-oriented towns and cities were initially successful in attracting vacationers to their area by offering free campsites, it was not long before the free facilities became havens for less desirable inhabitants, and the vacationing public began to demand more upscale accommodations. The free camps became "pay camps," charging a nominal fee to its overnight guests to discourage the undesirable tenants (Belasco, 1979).

As commercialism entered the tourist camp business in the mid-1920s, entrepreneurs quickly took over the industry and the freewheeling open tent camps were soon replaced by small groups of cabins or cottages which offered privacy, security, and a more "home-away-from-home" atmosphere to the automobile tourists. In the earliest of these cabin-courts, showers, toilets, and washing facilities were provided in separate outbuildings for common use. It was not long before astute entrepreneurs began designing their small cottages with indoor plumbing. Cottages proved an immediate success, and by 1930 the new "auto courts" were being quickly constructed by entrepreneurs on the outskirts of towns all across the country. The initial and strongest lure of the auto courts was the image of home-like comforts which it offered the traveler, and this image was visually enhanced through the use of scaled-down residential architectural motifs for the small cottages, and further reinforced by the names given to the courts, such as "Kozy Kottage," "Bungalow Court," and "U-Like-Em Cabins" (Liebs, 1985). While homey residential architectural treatment was probably the most common method of advertisement to the passing motorist, many "courtists," as the operators of the auto courts were called, relied on the special attributes of their locales to determine the design and lure of their business. Thus, an auto court in Arizona might construct its cottages in the form of Native American teepees, or in southern California, in the style of early Spanish missions (refer, Comparative Analysis attachment).

Unfortunately, the early promise of the auto courts proved to be another evolutionary dead-end on the path toward modern tourist accommodations. The initial success of the courts invited too much competition, and travelers soon wearied of the ubiquitous sight of the small rows of identical cabins. As the expectations of the auto tourists continued to increase toward more luxurious and spacious lodgings and easily accessible restaurants and shops, the role of the small entrepreneurs lessened and the industry was, in a large part, overtaken by large-scale business interests. Howard Johnson, as early as 1942, was one of the first to approach the business on a national scale by combining the various needs of the traveler with the availability of nation-wide franchising in an attractive all-in-one package, the motor-hotel, or "motel." The immediate and







## STATEMENT OF CONTEXT (CONT.):

long-term success of this venture, later expressed in a wide variety of modest to extremely luxurious motel accommodations across the country, proved to be the demise of the small auto courts (Belasco, 1979). Many auto courts fell victim to progress and were torn down, many others were converted to low-income housing and apartments, and some, with modernization and alteration managed to continue operation as small scale motels along the more major tourist routes. Only a handful of the thousands of early auto courts erected across the country in the 1930s and 1940s have retained the integrity of their original design and tourist court use.

## Comparative Analysis:

There are no historic resources similar to the Bay View Motel currently listed on, or formally determined eligible for the National Register of Historic Places in Oregon. In addition, no auto courts or cabin-oriented motels are included in any of the existing historic resource inventories or surveys for Clatsop County or the City of Astoria. In lieu of any noted contextual resources to provide a basis for comparison for the Bay View Motel, a survey of auto courts was conducted in northwestern Oregon. The study area included the Salmon River Highway from Salem to Lincoln City, the Oregon Coast Highway from Lincoln City northward to Astoria, and the Lower Columbia River Highway from Astoria eastward to Portland. A total of fifteen auto courts and early motels were identified in the survey. Five of the surveyed properties are actual auto courts, consisting of free-standing individual or duplex units (refer, Comparative Analysis attachment). These five properties include:

1. Two single-room units (ca. 1935) at a site near the Highway Maintenance Station on the Salmon River Highway about 3 miles east of Rose Lodge. The two Arts and Crafts Movement style cottages are mirror image versions of one another, with steep pitched gabled entries with enclosed sides, narrow weatherboard siding, and side-by-side pairs of 6-light wood-frame casement windows. The partial remains of a secondary roofline attached to one of the units may indicate that they may have originally been a duplex unit, connected by some type of carport or storage area. The units are not associated with any adjacent buildings, and no additional historical information is available.
2. Two duplex units (ca. 1940) at a site immediately north of the Nestucca River Bridge on the Coast Highway about five miles north of Hebo. The two units of each duplex are separated by a double garage, all encompassed under a medium pitch hipped roof. Each unit has a gable entry extending from beneath the roofline, and a single double-hung wooden sash transomed window. The duplexes are clad with narrow clapboard siding with cornerboards. The two units are adjacent to a residence and are currently used for storage.
3. A seventeen unit complex (ca. 1940) located just west of the Old Young's Bay Bridge southwest of Astoria on a bypassed section of the original Coast Highway. The complex is arranged in a large U-shape around an open grassy commons area, and consists of a combination of single units, some with attached garages or connected by gable roof carport structures, and duplex units, which have no covered parking. Each unit has a side-facing gable roof with a gable entry with enclosed sides and round-arched openings. The buildings are clad with medium width weatherboard siding, and have 4-over-4 light double hung sash wood frame windows symmetrically placed on either side of the entry. The duplex units are similar in design to the single units, and share the enclosed entry. Originally called the Sunnylane Cottages, these auto court units now serve as low-income apartments.
4. A group of six single units (ca. 1945) located at 57407 S. Columbia Highway just south of St. Helens. These units each have side-facing gable roofs with shed-roof styled covered entries, and are clad with wide weatherboard siding. Each unit has an enclosed garage with 4-panel wooden bay doors, and 6-by-6 wood-frame sliding windows with simple surrounds. The units are currently used as low-income apartments.
5. A group of four single units at Violet's Villa (ca. 1934), a trailer park located at 495 S. Columbia Highway in St. Helens. Each of the units has a front-facing gable roof with a flat-roofed addition at the side. The flat roofed additions represent a remodeling effort which closed in the original garages. A shed roof extends from the front of each unit and shelters the entrance doorways. The units are clad with stucco and have 1-over-1 double-hung sash windows with simple wooden surrounds.







## STATEMENT OF CONTEXT (CONT.):

The remaining ten properties surveyed represent transitional phases in motel evolution, with long rows of connected court-like units or single larger buildings housing several units. The group of transitional buildings display remnants of the relatively rapid development from auto court to modern motel. The earlier transitional examples moved away from the traditional group of individual cabins by constructing long rows of connected units, while retaining the appearance of individual units by providing separate gabled entries for each room. The later transitional examples abandoned the older style individual entries which mimicked the earlier cabins, and moved toward the simpler ranch-style architecture becoming popular in America after World War II. The ranch style motel designs placed rows of more open and spacious units under a single side-facing gable roof, with linoleum and sheetrock replacing the woodwork and plaster of the earlier courts. The ten transitional period motel properties in the survey include:

1. A six-plex building (ca. 1940) just east of Rose Lodge on the Salmon River Highway.
2. The Hi-Way Motel (ca. 1945) on the Coast Highway in Rockaway Beach.
3. The 101 Motel (ca. 1945) on the Coast Highway in Rockaway Beach.
4. The Wheeler Motel (1940) on the Coast Highway in Wheeler.
5. The Wheeler Fishing Lodge (ca. 1945) on the Coast Highway in Wheeler.
6. The Bunk House Motel (ca. 1950) on the Coast Highway in Nehalem.
7. The Stonehaven Apartments (1941), previously the Golf View Motel, at 2465 S. Holladay Drive (Coast Highway) in Seaside.
8. The Neawana Motel (ca. 1950) on the Coast Highway in Seaside.
9. An 8-plex building (ca. 1945) on a bypassed section of the Coast Highway about 3 miles southwest of Astoria.
10. A 4-plex building (ca. 1940) on W. Marine Drive in Astoria.

The inventoried examples of auto courts illustrate the various states of abandonment, disrepair, and marginal current usage as low-rent apartments and motels which befell the courts as their niche in the tourist industry was displaced by newer, more modern motels. Illustrations of the remaining auto courts surveyed along the primary and secondary highways of northwestern Oregon are shown in the Comparative Analysis Section attached to this report. For additional comparative purposes, selected examples of auto courts still extant along the Columbia River Highway east of Portland and notable examples from other areas of the country are also shown in the Comparative Analysis Section.





## SIGNIFICANCE/HISTORY

### PERIOD (CHECK ONE OR MORE AS APPROPRIATE)

- |  |   |   |                                       |
|--|---|---|---------------------------------------|
| <input type="checkbox"/> Paleo-Indian  | <input type="checkbox"/> Middle Archaic | <input type="checkbox"/> Contact Period | <input type="checkbox"/> 19th Century |
| <input type="checkbox"/> Early Archaic | <input type="checkbox"/> Late Archaic   | <input type="checkbox"/> 18th Century   | <input type="checkbox"/> 20th Century |

SPECIFIC DATES (IF APPLICABLE, IF KNOWN)  
1939 - 1948

BUILDER/ARCHITECT  
Nicholas Kussman

### AREAS OF SIGNIFICANCE (CHECK ONE OR MORE AS APPLICABLE)

- |  |   |   |  |
|--|---|---|--|
| <input type="checkbox"/> Archaeology-Prehistoric | <input type="checkbox"/> Community Planning     | <input type="checkbox"/> Invention              | <input type="checkbox"/> Politics/Government |
| <input type="checkbox"/> Archaeology-Historic    | <input type="checkbox"/> Conservation           | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Religion            |
| <input type="checkbox"/> Agriculture             | <input type="checkbox"/> Economics              | <input type="checkbox"/> Law                    | <input type="checkbox"/> Science             |
| <input type="checkbox"/> Architecture            | <input type="checkbox"/> Education              | <input type="checkbox"/> Literature             | <input type="checkbox"/> Sculpture           |
| <input type="checkbox"/> Art                     | <input type="checkbox"/> Engineering            | <input type="checkbox"/> Military               | <input type="checkbox"/> Social/Humanitarian |
| <input type="checkbox"/> Commerce                | <input type="checkbox"/> Exploration/Settlement | <input type="checkbox"/> Music                  | <input type="checkbox"/> Theater             |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Industry               | <input type="checkbox"/> Philosophy             | <input type="checkbox"/> Transportation      |
| <input type="checkbox"/> Other _____             |   |   |  |

### STATEMENT OF SIGNIFICANCE/HISTORY

#### Brief History of the Bay View Motel:

The Bay View Motel, originally called the Bay View Cottages before the use of the word "motel" (from motor-hotel) came into common use in the late 1940s, were designed and largely built by Nicholas Kussman. Kussman was a Yugoslav immigrant who arrived in Astoria in 1906. The design of the buildings which make up the complex was clearly inspired by the Arts and Crafts architecture of turn-of-the-century English cottages. This architectural style was currently popular in Oregon, forming the bulk of works by such noted designers as Wade Hampton Pipes in Portland, and readily seen in other major Oregon coastal tourist facilities, including the nearby Dorchester House, an elegant seaside inn at Ocean Lake completed in 1935. The Bay View cottage/motel complex was constructed in phases between the years 1939-48. The year 1939 saw the completion of the first three duplex units. In the early 1940s, two additional duplex units were built, completing the five-unit U-shaped arrangement of the main part of the complex. In 1946, the office/manager's residence was constructed in the center of the open courtyard area, and the sixth duplex unit, located just to the north and behind the main complex, was built in 1948. The duplex units were originally sided and roofed with unpainted cedar shingles. The cedar materials were replaced in the early 1950s with asbestos shingle siding and composite roof tiles.

Responding to the growth of the tourist trade in Astoria as more and more Oregonians acquired the freedom and mobility provided by common automobile ownership, Kussman, who up until then had made his living as the head of Astoria Plumbing, cleared his property along West Marine Drive and constructed the first of his duplex units with the idea of renting them on an overnight basis to automobile tourists during the summer months and on a longer term basis during the winter months to clients such as school teachers. In fact, the first two tenants of the Bay View Cottages were a pair of Astoria school teachers, Elizabeth Augden and Besta Lamb, who moved in on September 3, 1939 and paid \$30 per month rent for their new quarters. During the clearing of the land for site preparation for the new cottages, a free-flowing spring was discovered which could have caused major additional development expenses, but due to Kussman's plumbing experience was turned to his advantage as he used the spring to supply an independent water system for the new complex. The motel later connected to the city water mains, but the original spring-fed system still serves for fire protection and backup supply.





## SIGNIFICANCE/HISTORY (CONT.):

The complex was originally located along the route of the Oregon Coast Highway, but was bypassed in 1964 by the construction of the new Young's Bay Bridge.

Due to the charm and integrity of the Bay View Motel, the court was selected for location use for the recent popular film, Kindergarten Cop (copyright 1990), starring Arnold Schwarzenegger.

The Bay View Motel is located on private property currently owned by James Ritchie.

### Significance as an Early Auto Court:

The Bay View Motel is primarily significant under Criterion C, embodying the distinctive characteristics of early auto court design and construction. A classic illustration of roadside commercial architecture, the Bay View Motel is an excellently preserved example of a 1930s-1940s roadside auto court defined by an inviting U-shaped arrangement of Arts-and-Crafts inspired duplex cottages situated around a centrally-located office/manager's residence. The clean lines and fine craftsmanship of the attractive free-standing cottages and the semi-circular layout of the buildings, in stark contrast to the ubiquitous ranch-style design of later motels, delineates the appeal and historic feeling of this resource. The grounds and landscaping are clean and well-maintained. In general, the motel complex retains full integrity of its original design, location, workmanship, and setting.

The Bay View Motel was constructed as a single man's entrepreneurial attempt to take advantage of the growing tourist trade along Oregon's northern coast in the late 1930s and early 1940s. The business proved to be a successful venture and, after over 50 years, has been a long-standing contributor to the economy of the Astoria area.

When compared to the remaining auto courts and transitional-period motels inventoried along the Coast, Columbia, and Salmon River highways, the Bay View Motel stands alone in its retention of original integrity of design, feeling, and use. The derelict, abandoned, and altered condition of most of the available comparative auto courts and motels from this period highlights the excellently maintained condition of this remnant of early tourist facilities along Oregon's northern coast. The setting and arrangement of the buildings which make up the Bay View Motel complex are still able to provide a strong reminder of the tourism experience of the vacationing motorists of the 1940s and 1950s. The Bay View complex is clearly the most attractive and the best preserved example of early auto court located within the context area of northwestern Oregon.





## BIBLIOGRAPHICAL REFERENCE

See Attachment

## GEOGRAPHICAL DATA

UTM COORDINATES  
DEFINING A RECTANGLE LOCATING THE PROPERTYO  
RUTM COORDINATES  
DEFINING THE CENTER POINT OF A PROPERTY  
OF LESS THAN TEN ACRES

ZONE EASTING NORTHING

ZONE EASTING NORTHING

A			
B			
C			
D			


APPROXIMATE ACREAGE OF PROPERTY 1.22 Acres

ATTACH MAP (U.S.G.S. QUAD) AND/OR LOCATION DIAGRAM Attached

## 2. PHOTOGRAPHS

ATTACH See Photographic Documentation Section

## 3. FORM PREPARED BY

NAME AND TITLE James Norman, Cultural Resources Specialist

DATE May 1992

AGENCY Oregon Department of Transportation

STREET ADDRESS 324 Capitol Street N.E.

TELEPHONE (503) 378-8486

CITY Salem

STATE Oregon 97310

## RECORD OF COORDINATION

Preliminary coordination with Henry Kunowski, SHPO, March 1992.





## BIBLIOGRAPHY

### PUBLICATIONS

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### CONTACTS

- Paul Benoit, Community Development Director, City of Astoria.
- Robert N. Kussman, son of Nicholas Kussman, Tacoma, WA.
- Bonnie Susan Oathes, Researcher, Astoria.
- Jeff Smith, Clatsop County Historical Society, Astoria.
- Curt Schneider, Director, Clatsop County Department of Planning and Development, Astoria.





# SITE LOCATION

## Bay View Motel



Astoria Quadrangle, Clatsop County, Oregon  
7.5 Minute Series, USGS.



PHOTOGRAPHIC DOCUMENTATION

Bay View Motel







Bay View Motel











BAY VIEW MOTEL



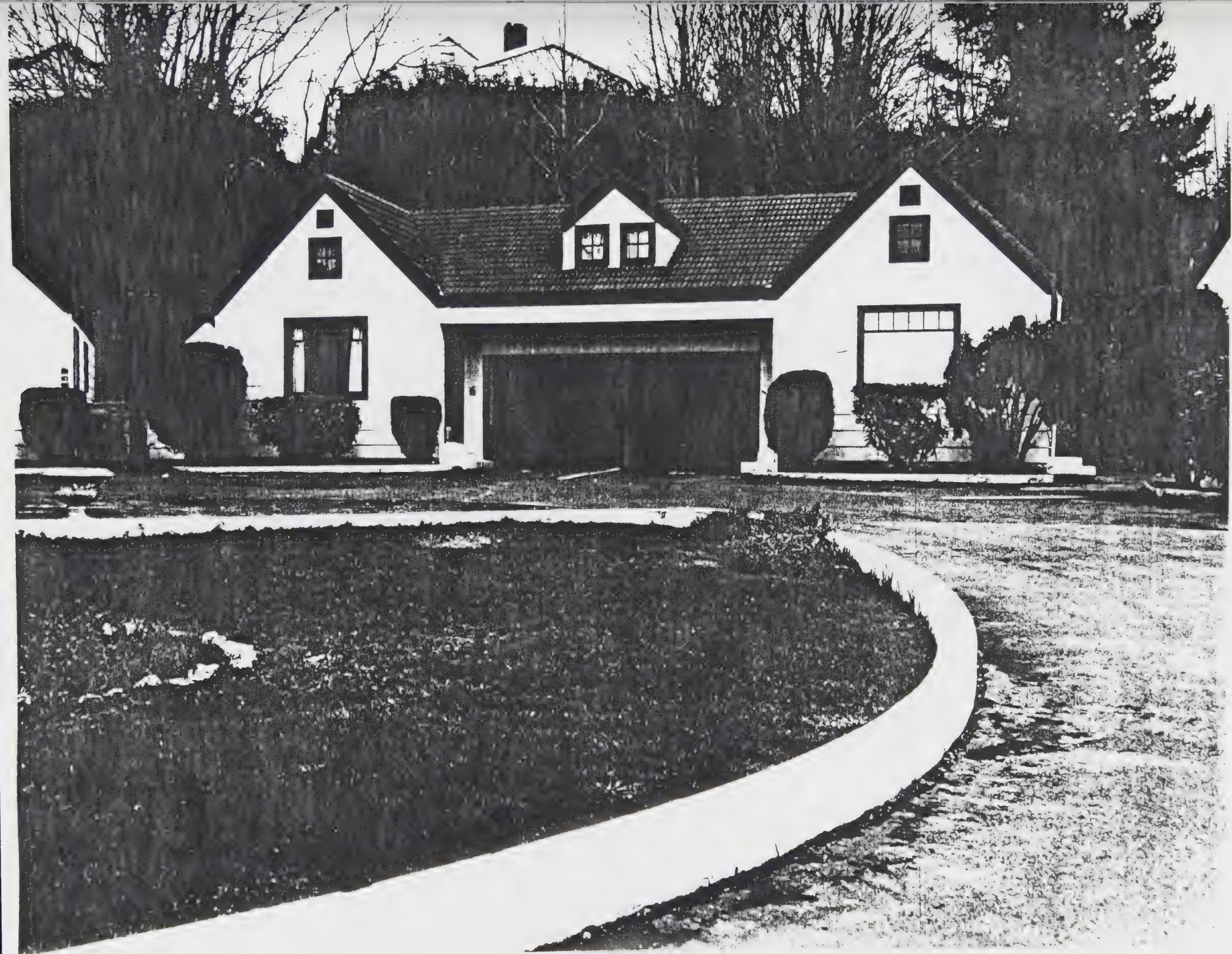
Bay View Motel Office, North Elevation



Bay View Motel Office, South Elevation











BAY VIEW MOTEL



Duplex Unit from the U-shaped Group



The Sixth Duplex Unit, behind and north of Main Group





BAY VIEW MOTEL



View of ODOT Right-of-Way to be converted to transportation use



View of ODOT Right-of-Way to be converted to transportation use



**ATTACHMENT**

COMPARATIVE ANALYSIS

Bay View Motel





Comparative Resource



Two units near Salmon River Maintenance Station east of Rose Lodge



Unit at Salmon River Maintenance Station east of Rose Lodge





Comparative Resource



Seventeen unit complex (Sunnylane Cottages) southwest of Astoria



Two units at Sunnylane Cottages



Comparative Resource



Group of six units south of St. Helens



Four units at Violet's Villa, St. Helens





Comparative Resource



A 6-plex building just east of Rose Lodge



6-plex at Rose Lodge





Comparative Resource



The Hi-Way Motel at Rockaway Beach



The 101 Motel at Rockaway Beach



Comparative Resource



The Wheeler Motel in Wheeler



The Wheeler Fishing Lodge in Wheeler





Comparative Resource



The Bunk House Motel in Nehalem



The Bunk House in Nehalem





Comparative Resource



Stonehaven Apartments (Golf View Motel) in Seaside



Stonehaven Apartments



Comparative Resource



Neawana Motel in Seaside



Four-plex building on W. Marine Drive in Astoria





Comparative Resource

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An 8-plex building southwest of Astoria



Garage building facing the 8-plex southwest of Astoria





## Comparative Resource

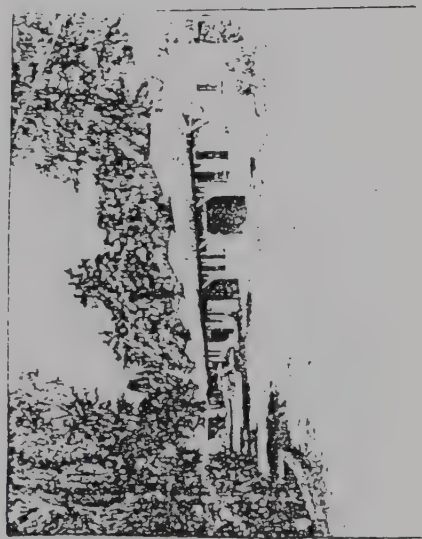
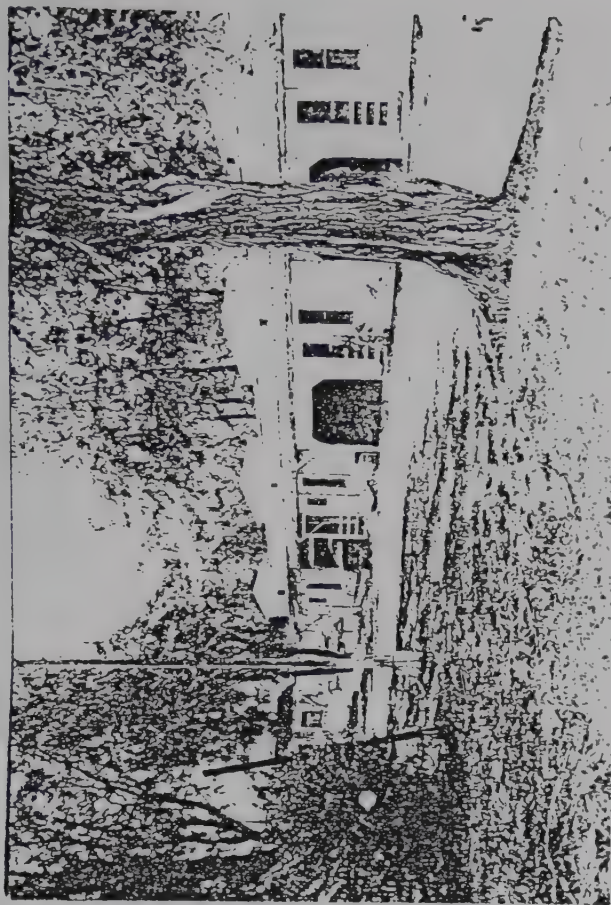
Selected Examples of Remaining Auto Courts along the Columbia River Highway  
(Source: Columbia River Highway Inventory, 1981.)



2 INDUSTRIAL CLASSIFICATION		3 (SPECIFY THREAT)		5 DATE		6 GOVT SOURCE OF THREAT		7 OWNER/ADMIN		8 NAME(S) OF STRUCTURE	
				c. 1925				Bert Hodges		Hodge's Apartments	
								200 W. Scenic Dr.			
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								Bert Hodges			







This auto court is a fine example of the early auto accommodations of the highway. Located in the outskirts of The Dalles, it is unique in its pedimental parapets and condition of the existing structures. As with many auto courts on the road, it has been expanded and changed into more permanent residences and trailer parks.

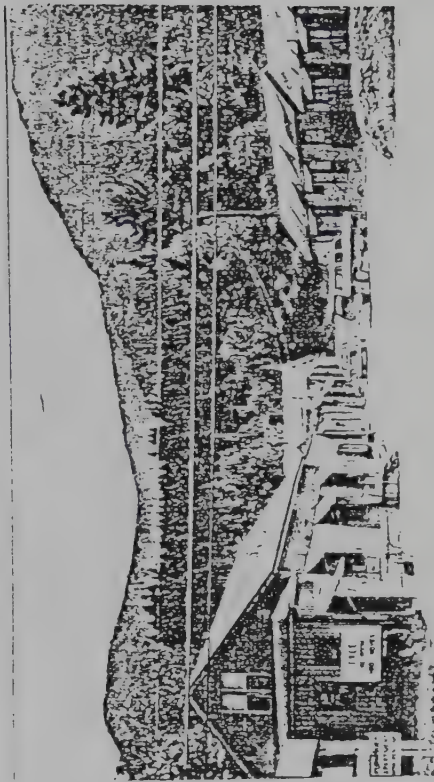
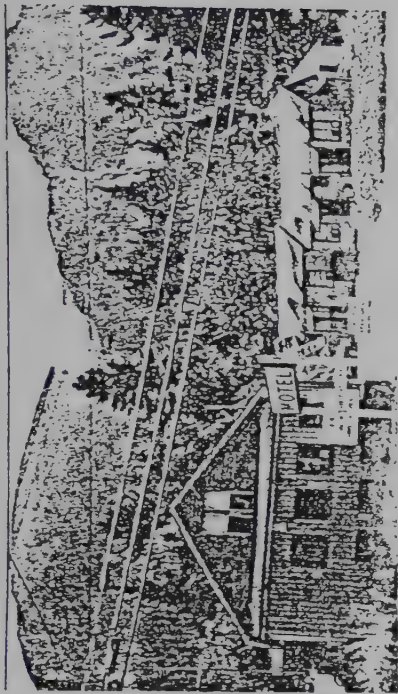
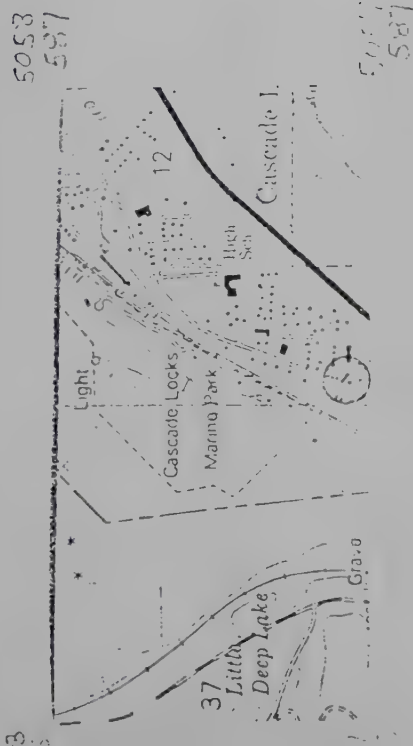
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2 INDUSTRIAL CLASSIFICATION		3 PRIORITY 3		4 DANGER OF DEMOLITION? (SPECIFY THREAT)		<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> UNKNOWN	
5 DATE 1904, 1930's		6 GOVT SOURCE OF THREAT		7 OWNER/ADMIN		8 NAME(S) OF STRUCTURE	
10 STATE COUNTY OR COUNTY NAME Cascade Locks Hood River		11 CITY/VICINITY Cascade Locks		12 EXISTING SURVEYS <input type="checkbox"/> NR <input type="checkbox"/> NHL <input type="checkbox"/> CONF <input type="checkbox"/> HAER-I <input type="checkbox"/> HAER <input type="checkbox"/> STATE <input type="checkbox"/> COUNTY <input type="checkbox"/> LOCAL <input type="checkbox"/> CL6 <input type="checkbox"/> OTHER		13 SPECIAL FEATURES (DESCRIBE BELOW) <input type="checkbox"/> INTERIOR INTACT <input type="checkbox"/> EXTERIOR INTACT <input type="checkbox"/> ENVIRONS INTACT	
14 CONSTRUCTION <input checked="" type="checkbox"/> EXISTING <input type="checkbox"/> RECONSTRUCTED <input type="checkbox"/> NEW		15 QUAD NAME Bonneville Dam		16 DATE 8-11-81		17 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
18 AFFILIATION Columbia River Highway Project		19 QUAD NAME Bonneville Dam		20 DATE 8-11-81		21 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
22 ARCHITECTURAL DESCRIPTION: frame, clapboard siding; one story, rectangular shape, 10-unit motel, gabled roofs, single leaf doorway with multi-paned windows, various casement and sash windows		23 NAME(S) OF STRUCTURE Bridge of the Gods Motel		24 NAME(S) OF STRUCTURE Bridge of the Gods Motel		25 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
26 NAME(S) OF STRUCTURE Bridge of the Gods Motel		27 NAME(S) OF STRUCTURE Bridge of the Gods Motel		28 NAME(S) OF STRUCTURE Bridge of the Gods Motel		29 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
30 NAME(S) OF STRUCTURE Bridge of the Gods Motel		31 NAME(S) OF STRUCTURE Bridge of the Gods Motel		32 NAME(S) OF STRUCTURE Bridge of the Gods Motel		33 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
34 NAME(S) OF STRUCTURE Bridge of the Gods Motel		35 NAME(S) OF STRUCTURE Bridge of the Gods Motel		36 NAME(S) OF STRUCTURE Bridge of the Gods Motel		37 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
38 NAME(S) OF STRUCTURE Bridge of the Gods Motel		39 NAME(S) OF STRUCTURE Bridge of the Gods Motel		40 NAME(S) OF STRUCTURE Bridge of the Gods Motel		41 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
42 NAME(S) OF STRUCTURE Bridge of the Gods Motel		43 NAME(S) OF STRUCTURE Bridge of the Gods Motel		44 NAME(S) OF STRUCTURE Bridge of the Gods Motel		45 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
46 NAME(S) OF STRUCTURE Bridge of the Gods Motel		47 NAME(S) OF STRUCTURE Bridge of the Gods Motel		48 NAME(S) OF STRUCTURE Bridge of the Gods Motel		49 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
50 NAME(S) OF STRUCTURE Bridge of the Gods Motel		51 NAME(S) OF STRUCTURE Bridge of the Gods Motel		52 NAME(S) OF STRUCTURE Bridge of the Gods Motel		53 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
54 NAME(S) OF STRUCTURE Bridge of the Gods Motel		55 NAME(S) OF STRUCTURE Bridge of the Gods Motel		56 NAME(S) OF STRUCTURE Bridge of the Gods Motel		57 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
58 NAME(S) OF STRUCTURE Bridge of the Gods Motel		59 NAME(S) OF STRUCTURE Bridge of the Gods Motel		60 NAME(S) OF STRUCTURE Bridge of the Gods Motel		61 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
62 NAME(S) OF STRUCTURE Bridge of the Gods Motel		63 NAME(S) OF STRUCTURE Bridge of the Gods Motel		64 NAME(S) OF STRUCTURE Bridge of the Gods Motel		65 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
66 NAME(S) OF STRUCTURE Bridge of the Gods Motel		67 NAME(S) OF STRUCTURE Bridge of the Gods Motel		68 NAME(S) OF STRUCTURE Bridge of the Gods Motel		69 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
70 NAME(S) OF STRUCTURE Bridge of the Gods Motel		71 NAME(S) OF STRUCTURE Bridge of the Gods Motel		72 NAME(S) OF STRUCTURE Bridge of the Gods Motel		73 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
74 NAME(S) OF STRUCTURE Bridge of the Gods Motel		75 NAME(S) OF STRUCTURE Bridge of the Gods Motel		76 NAME(S) OF STRUCTURE Bridge of the Gods Motel		77 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
78 NAME(S) OF STRUCTURE Bridge of the Gods Motel		79 NAME(S) OF STRUCTURE Bridge of the Gods Motel		80 NAME(S) OF STRUCTURE Bridge of the Gods Motel		81 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
82 NAME(S) OF STRUCTURE Bridge of the Gods Motel		83 NAME(S) OF STRUCTURE Bridge of the Gods Motel		84 NAME(S) OF STRUCTURE Bridge of the Gods Motel		85 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
86 NAME(S) OF STRUCTURE Bridge of the Gods Motel		87 NAME(S) OF STRUCTURE Bridge of the Gods Motel		88 NAME(S) OF STRUCTURE Bridge of the Gods Motel		89 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
90 NAME(S) OF STRUCTURE Bridge of the Gods Motel		91 NAME(S) OF STRUCTURE Bridge of the Gods Motel		92 NAME(S) OF STRUCTURE Bridge of the Gods Motel		93 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
94 NAME(S) OF STRUCTURE Bridge of the Gods Motel		95 NAME(S) OF STRUCTURE Bridge of the Gods Motel		96 NAME(S) OF STRUCTURE Bridge of the Gods Motel		97 NAME(S) OF STRUCTURE Bridge of the Gods Motel	
98 NAME(S) OF STRUCTURE Bridge of the Gods Motel		99 NAME(S) OF STRUCTURE Bridge of the Gods Motel		100 NAME(S) OF STRUCTURE Bridge of the Gods Motel		101 NAME(S) OF STRUCTURE Bridge of the Gods Motel	







## DESCRIPTION (CONTINUED)

The main structure of the site used to be a private residence. It was turned into a restaurant and tavern around 1932. Cabins were added in the late 30's when the site was transformed into a motel. It was a popular spot on the highway for motorists and workers at Bonneville Dam.

## REFERENCES CONTINUED

[illegible]



2 INDUSTRIAL CLASSIFICATION

3 PRIORITY 3

4 DANGER OF DEMOLITION? (SPECIFY THREAT)

5 DATE C. 1925

6 GOVT SOURCE OF THREAT

7 OWNER/ADMIN Mr. Muncie

8 NAME(S) OF STRUCTURE

Scenic Motel

10 STATE OR COUNTY NAME

11 SITE ADDRESS (STREET & NO.) 10 S.E. Wa Na Pa

12 EXISTING SURVEYS

13 SPECIAL FEATURES (DESCRIBE BELOW)

14 UTM ZONE EASTING NORTHING SIGN SCALE 1:24 1:62.5

15 CONDITION 70 EXCELLENT 71 GOOD 72 FAIR 73 DETERIORATED 74 RUINS 75 UNEXPOSED 76 ALTERED 82 DESTROYED 85 DEMOLISHED

16 INVENTORIED BY Manlove/Rappaport

17 DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT AND IMPORTANT BUILDERS, ENGINEERS, ETC.

ARCHITECTURAL DESCRIPTION: frame, clapboard siding; one story, rectangular plan, gabled roof, enclosed doorway in gabled porch with open window, casement windows, double carports with flat roofs between some structures.

18 ORIGINAL USE

19 REFERENCES - HISTORICAL REFERENCES, PERSONAL CONTACTS AND/OR OTHER

20 URBAN AREA 50' OR MORE? YES NO

21 HCRS REGION

22 PUBLIC ACCESSIBILITY YES LIMITED NO YES UNLIMITED UNKNOWN

23 EDITOR INDEXER

Interview with Harry Cramblett 8-13-81

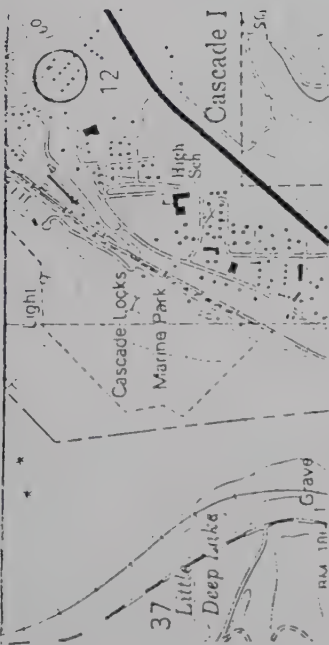
24 LOCATED IN AN HISTORIC DISTRICT? YES NO

DISTRICT ID NO

CONTOUR







## DESCRIPTION: (CONTINUED)

The Scenic Motel was first operated by Sam Lindsey in the 1920's. It has continued to operate as a motel ever since. Mr. Muncie has owned the Motel for four years. It is a fine example of 1920's autocamps and is the only one remaining intact in the Cascade Locks community.

ملفوظات امیر کبیر

[illegible]



## Comparative Resource

### Selected Examples of Auto Court Styles

(Sources: Main Street to Miracle Mile and Americans on the Road)







Colonial Cottages, Louisville, Kentucky, 1940. Flower boxes, shrubs, shutters, and lawn chairs enhanced the homey feel of these up-to-date bungalows. The "no locals" policy reduced the notorious "bounce-on-the-bed trade." (Library of Congress)







*English Village East, Indian Head, New Hampshire; postcard c. 1940. The quaint cottage was one of the most commonly exploited images for motor-court cabins. The owners of this well-kept lineup of what they advertised as "Deluxe English Village Bungalows" in the White Mountains, wooed potential guests with individual flower gardens and the promise of a cozy night by the fire. (Miriam Frementozzi.)*

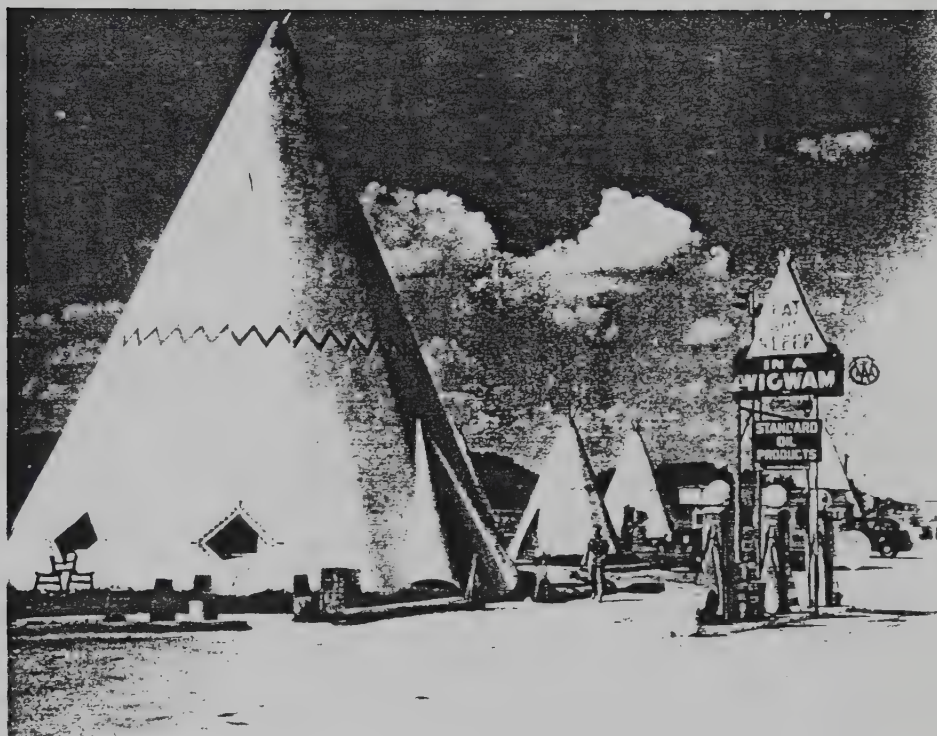






*Mission Courts Hotel, c. 1935; between Dallas and Fort Worth; photograph 1942. This court, replete with Mission Revival costumery calculated to evoke an image of old Texas, caught the interest of Farm Security Administration photographer Arthur Rothstein a month after the bombing of Pearl Harbor. The U-shaped continuous guest-room structure forming a courtyard with an office (here disguised as a mission in miniature) strategically located at the entrance, became a popular motor-court layout for small sites with narrow road frontages during the interwar years. (Library of Congress.)*





Wigwam Village, near Bardstown, Kentucky, 1940. Wandering tourists emulated plains nomads in these tepee huts of the late 1930s. A bit too extreme for most tastes, this would-be national chain was mildly successful in the Border South. (Library of Congress)





**APPENDIX A**

Original Plans for Construction of  
Bay View Motel (1939 - 1948)  
(Furnished by Robert N. Kussman)



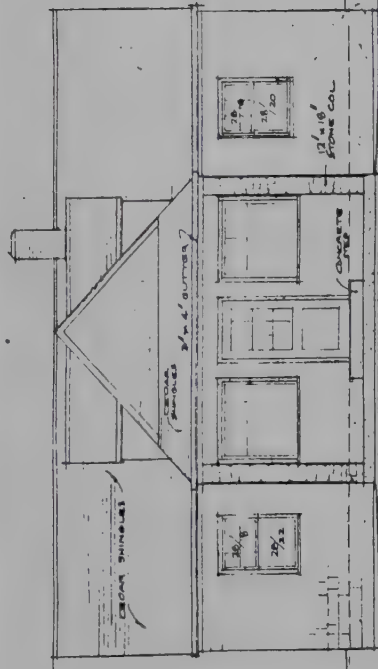


GROUND PLAN OF  
 BAY VIEW COTTAGES  
 ON  
 TAYLOR AVENUE  
 ASTORIA OREGON  
 WICK HUSSMAN, OWNER  
 98119335 - 110  
 9000 P. 10 P. 11

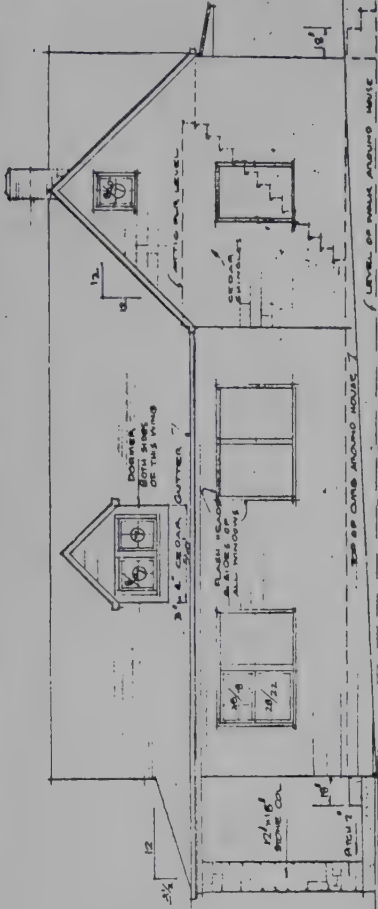




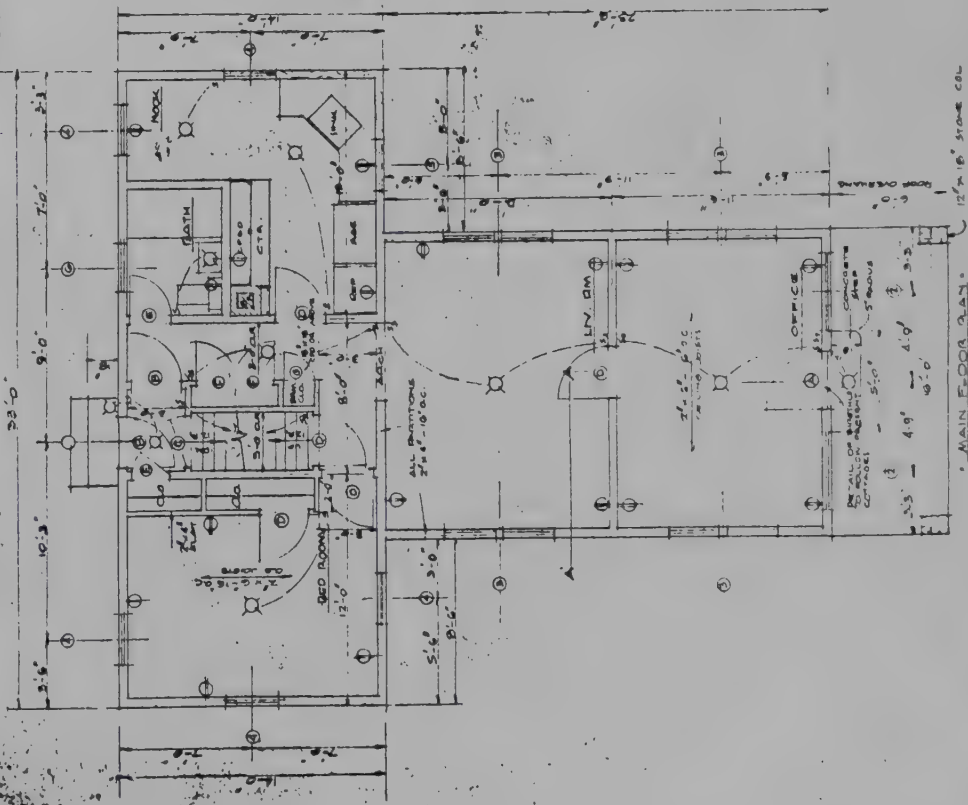




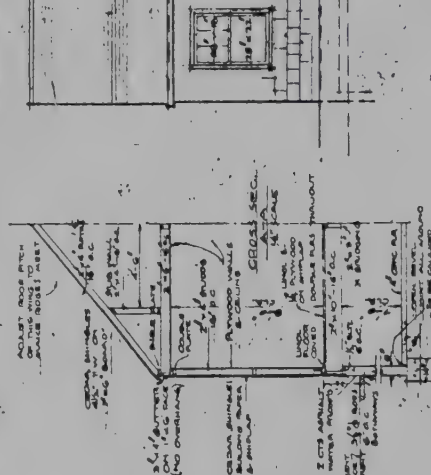
FRONT ELEVATION  
SCALE 1/8" = 1'-0"



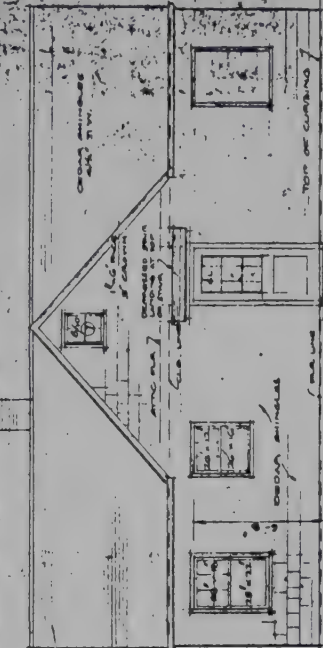
SIDE ELEVATION  
LEVEL OF WALK AROUND HOUSE  
GRADE FOR DEPRESSION  
BOTTOM OF WALL



MAIN FLOOR PLAN  
SCALE 1/8" = 1'-0"



BASMENT PLAN  
SCALE 1/8" = 1'-0"



REAR ELEVATION  
SCALE 1/8" = 1'-0"

DOOR SCHEDULE

MARK	QTY	SIZE	DESCRIPTION
A	1	3'-0" x 6'-8"	PR. 317 R. V. 8 PANEL
B	2	2'-8" x 6'-8"	" " " " V. 8 PANEL
C	1	3'-0" x 6'-8"	" " " " V. 8 PANEL
D	1	3'-0" x 6'-8"	" " " " V. 8 PANEL
E	1	3'-0" x 6'-8"	" " " " V. 8 PANEL
F	1	3'-0" x 6'-8"	" " " " V. 8 PANEL
G	1	3'-0" x 6'-8"	" " " " V. 8 PANEL

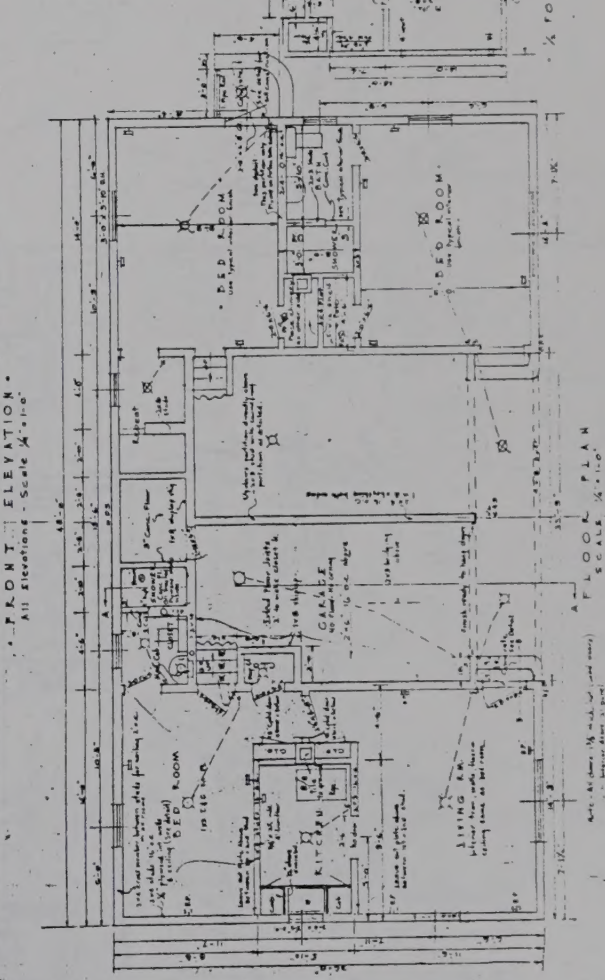
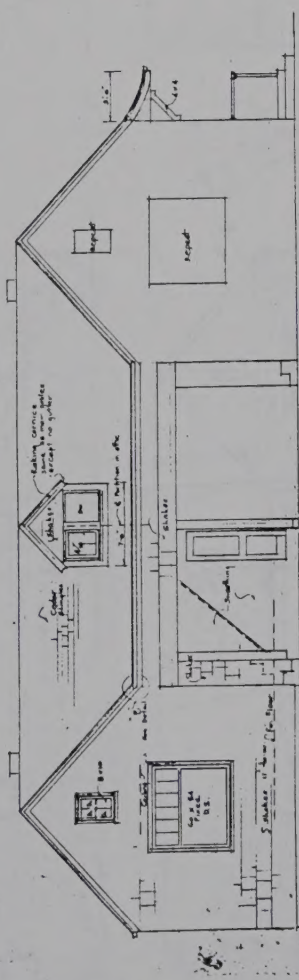
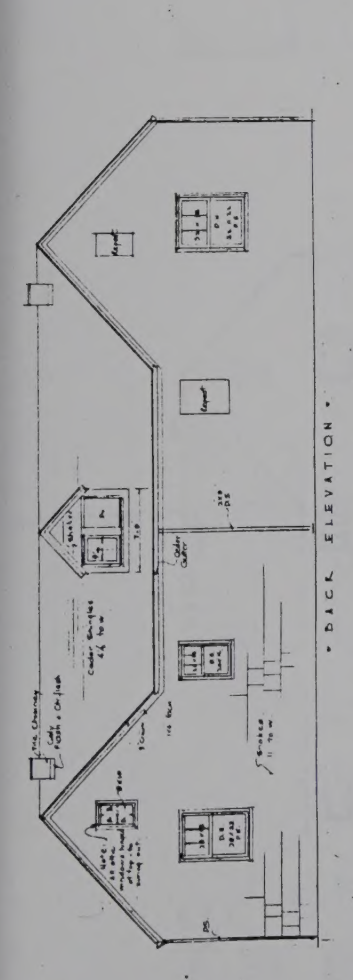
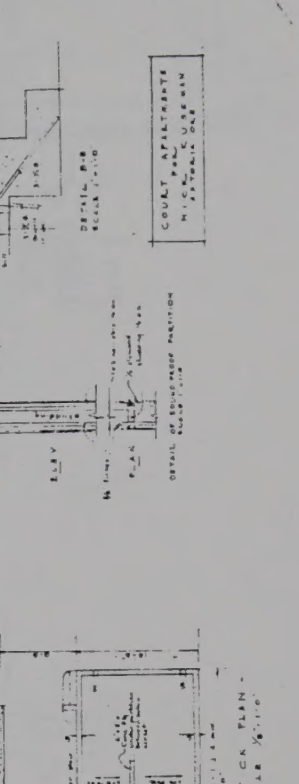
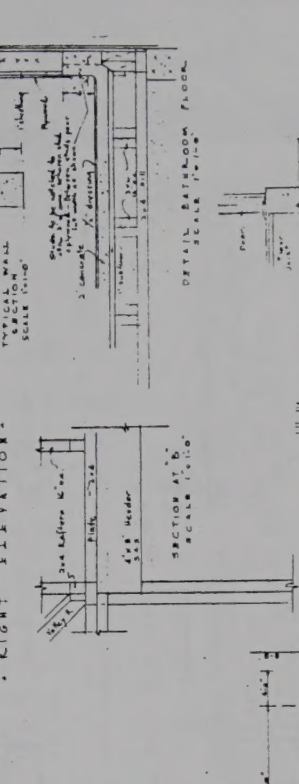
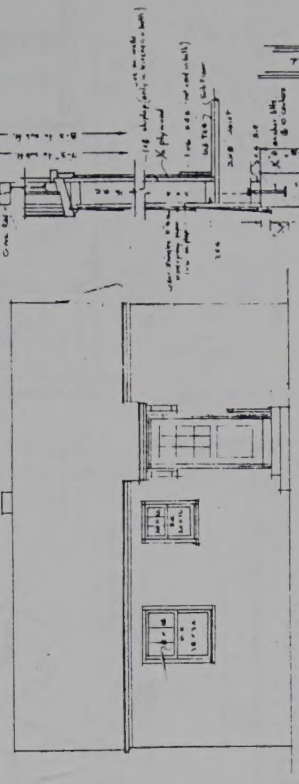
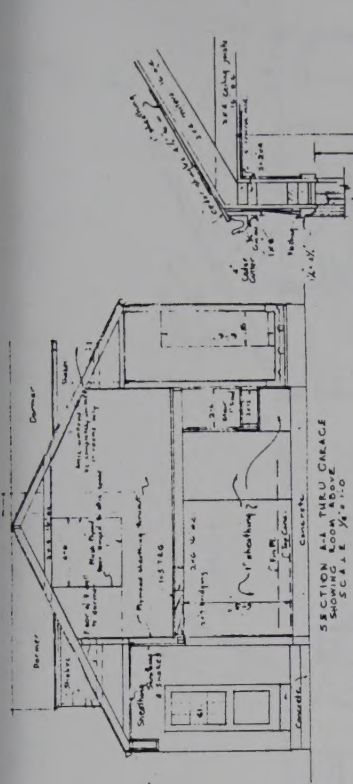
WINDOW SCHEDULE

MARK	QTY	SIZE	DESCRIPTION
1	2	3'-0" x 4'-0"	CEMENT SASH 317-11-115
2	2	3'-0" x 4'-0"	" " " " " " " "
3	2	3'-0" x 4'-0"	" " " " " " " "
4	2	3'-0" x 4'-0"	" " " " " " " "
5	2	3'-0" x 4'-0"	" " " " " " " "
6	2	3'-0" x 4'-0"	" " " " " " " "
7	2	3'-0" x 4'-0"	" " " " " " " "

OWNER: MR. NICK KUESMAN  
DAYVIEW COTTAGES, INC.  
MAY, 1960

NOTE: 1. IF WELLS HAVE CHG. BOTTOMS  
H. ORIENT











Chimney Stack

Chimney Stack

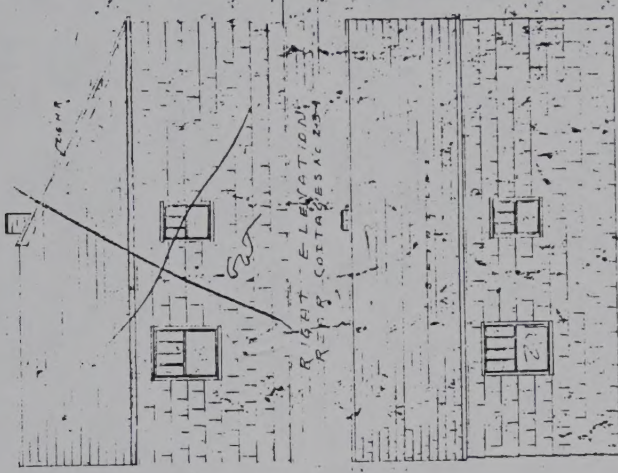
Chimney Stack

Small dormer for kitchen

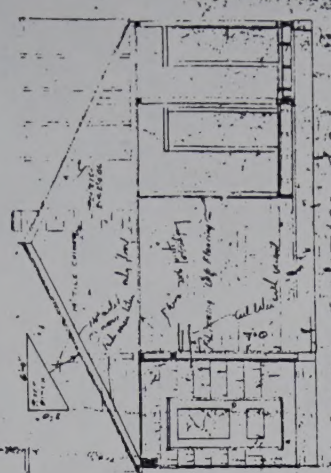
REAR ELEVATION



③ Computer space

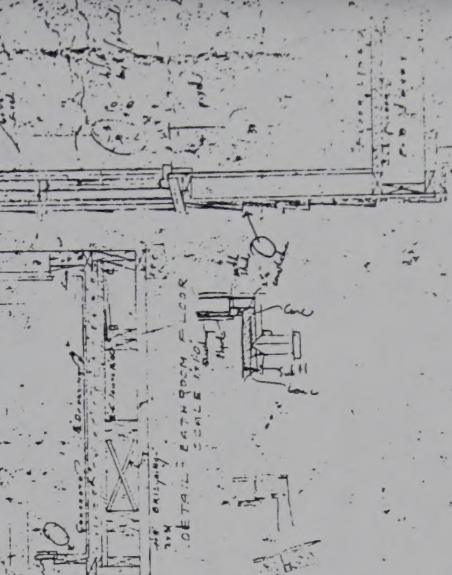


RIGHT ELEVATION  
R.P. COTTAGES

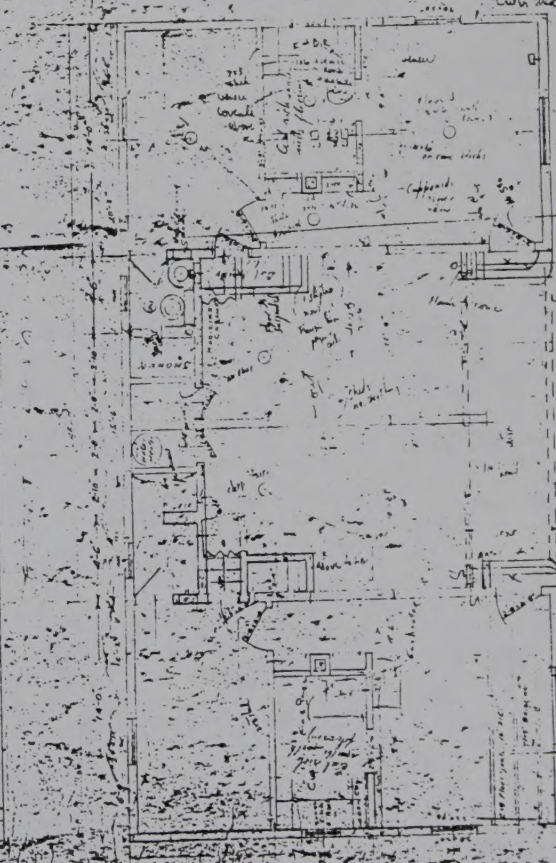
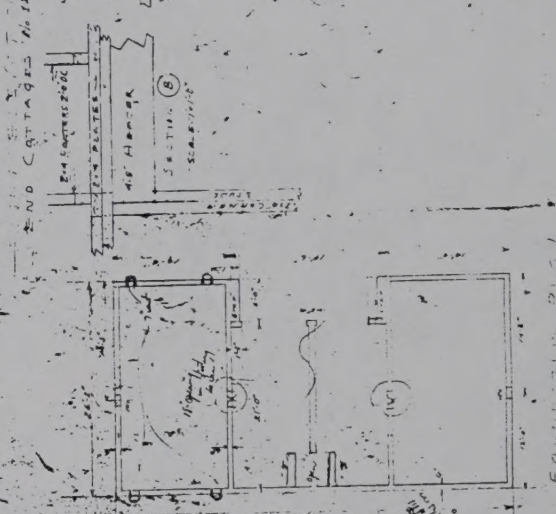


SECTION A-A

END COTTAGES



SECTION B-B  
SCALE 1/8"



SCALE 1/8"

SCALE 1/8"



